BookletChart™

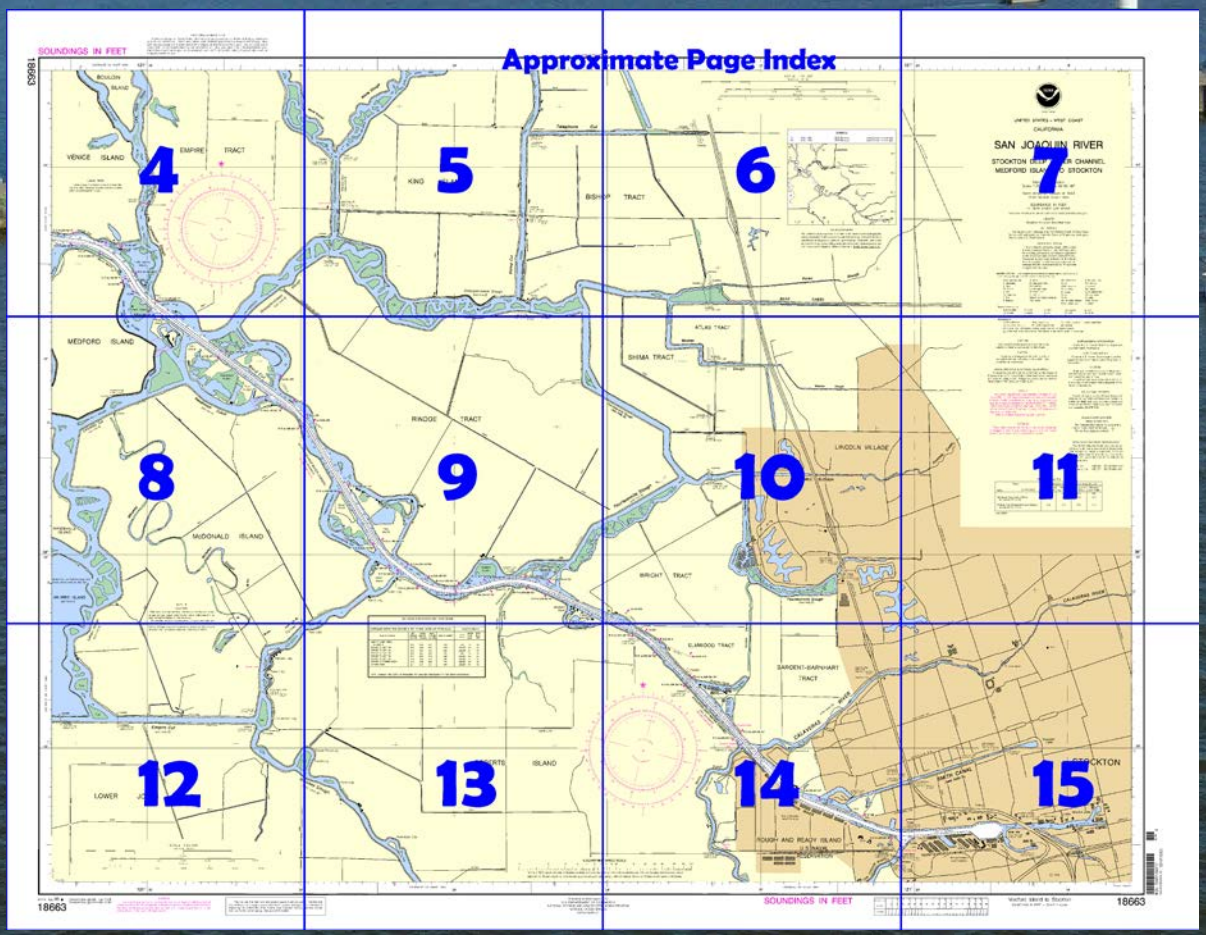
San Joaquin River – Medford Island to Stockton

NOAA Chart 18663

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

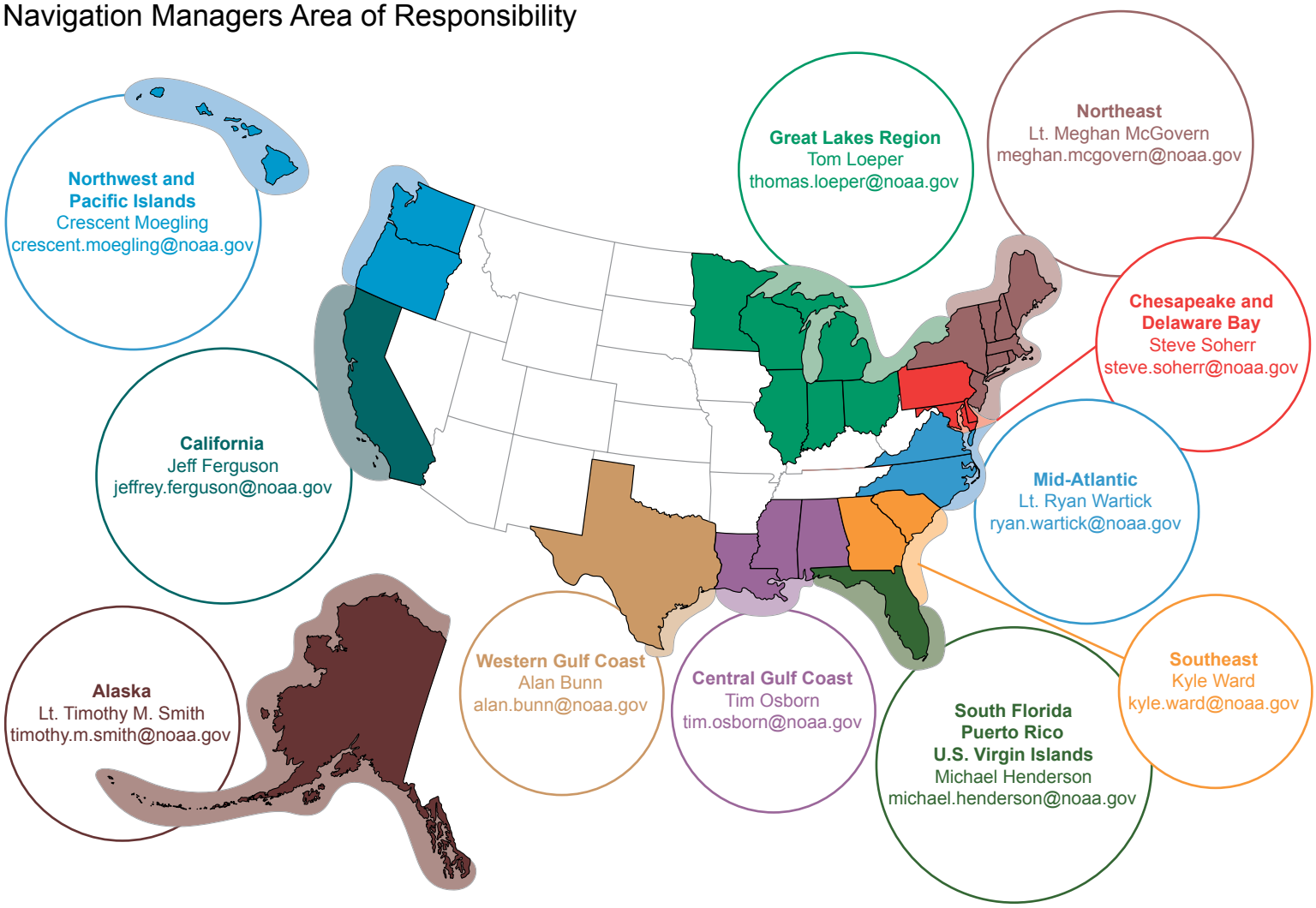
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18663.

(Selected Excerpts from Coast Pilot)
San Joaquin River rises in the Sierra Nevada, flows 275 miles in a W direction, and enters Suisun Bay through **New York Slough**. The winding river is navigable for deep-draft vessels to Stockton. The water is generally fresh at Antioch.
Major floods in the river valley may occur from November to April, caused by intense general storms of several days' duration. At the mouth of the river an ordinary flood will cause a rise of 8 feet and an extreme flood a rise of 10 feet in the river level. At Stockton, ordinary flood will cause a rise of 8.5 feet, and extreme flood a rise of 13.5 feet in the river level. The delta of the river is formed of many marshy islands intersected by sloughs and channels. The islands are reclaimed tule and cattail marshes which have been converted to agriculture. Bordering the river are levees that are 12 feet or more higher than the land behind them.
Reports of gage heights of the San Joaquin River delta can be obtained from the Sacramento National Weather Service Office at any time. The information is published in the Sacramento Bee and, in addition, is reported on radio broadcasts from station KFBK (1530 kHz) whenever the gage heights are sufficient to be of general interest.
Information on gage heights can also be obtained from the State Department of Water Resources, 1416 9th Street, Sacramento, CA 95814 or by recorded message at (916) 653-6416.
A **Federal project** provides for a 35-foot channel from the mouth of the San Joaquin River to a turning basin at Stockton, and for suitable passing and turning basins. (See Notice to Mariners and latest editions of charts for controlling depths.)
Anchorages.–General and explosives anchorages are in the San Joaquin River on the W side of Sherman Island near the mouth, and just N of Venice Cut between Mandeville Island and Venice Island. (See **110.1 and 110.224**, chapter 2, for limits and regulations.)
(See **162.205**, chapter 2, for rules and regulations governing maximum speed, passing, right-of-way, collision, and wrecks in the San Joaquin River.)
Antioch Bridge, (State Route 160), a fixed highway bridge with a clearance of 142 feet, crosses San Joaquin River about 3 miles E of Antioch. There are no other bridges over the main channel below the turning basin at Stockton. Power cables over the main channel of San Joaquin River from the mouth to the turning basin at Stockton have a minimum clearance of 140 feet.
There are small-craft facilities on the S side of San Joaquin River on both sides of Antioch Bridge. (See the small-craft facilities tabulation on chart 18661 for services and supplies available.)
The main channel in San Joaquin River to Stockton is marked by a daybeacon, buoys, lights, and lighted ranges. At **Mandeville Cut** and **Venice Cut**, 15 miles above Antioch Bridge, the river still follows its old channel and violent sheers are experienced if the navigator is not prepared to meet the river current when passing from the cuts into the river and from the river into the relatively quiet waters of the dredged channel. Under freshet conditions, vessels tend to sheer off course at the junction of the San Joaquin River and the main ship channel at Channel Point near Stockton.
Stockton, 28 miles above Antioch Bridge, is in the center of the fertile San Joaquin Valley. The deep-draft harbor is near the W city limits.
Pilotage, San Joaquin River.–River pilots, commissioned by the Port of Stockton, are obtained by ship's agents, through the office of the Port of Stockton, or the San Francisco Bar Pilots.
Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)
Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)
Supplies.–Supplies may be had in any quantity, and water is piped to the wharves. Ships may fuel from barges; alongside bunkering of large vessels may be done at the oil terminals in San Pablo Bay and Carquinez Strait.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Alameda	Commander 11th CG District Alameda, CA	(510) 437-3700

Navigation Managers Area of Responsibility

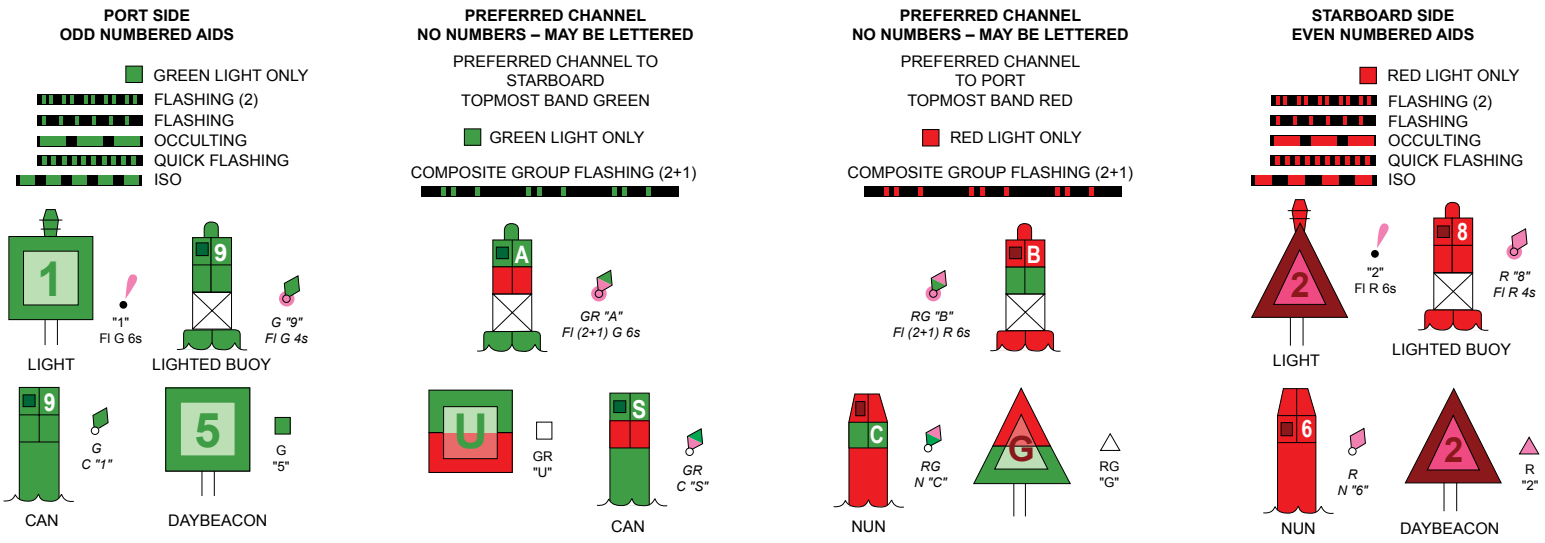


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

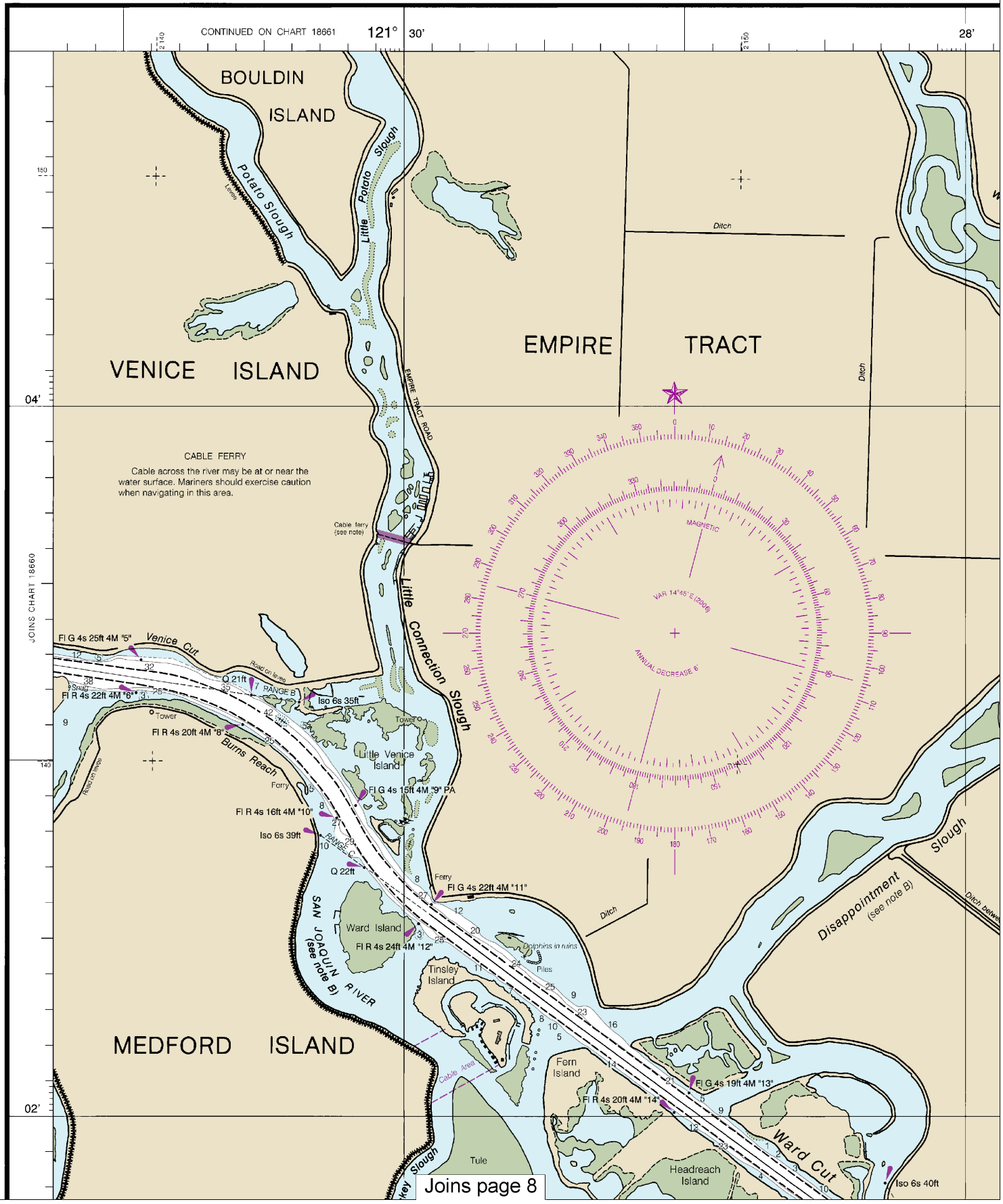
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SOUNDINGS IN FEET



Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~

See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

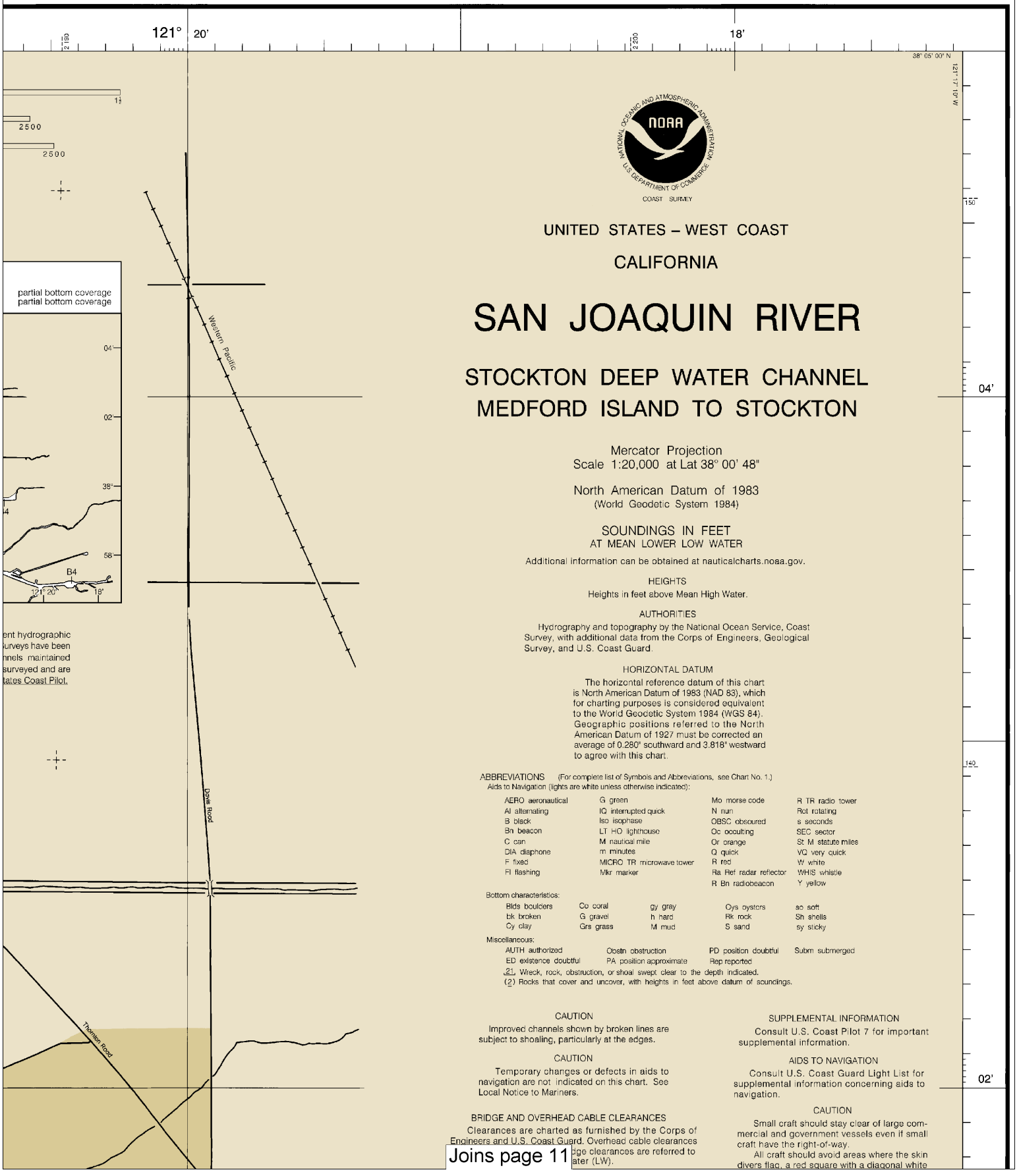
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

Yards



COAST SURVEY

UNITED STATES – WEST COAST

CALIFORNIA

SAN JOAQUIN RIVER

STOCKTON DEEP WATER CHANNEL
MEDFORD ISLAND TO STOCKTON

Mercator Projection
Scale 1:20,000 at Lat 38° 00' 48"

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.280" southward and 3.818" westward to agree with this chart.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

BRIDGE AND OVERHEAD CABLE CLEARANCES
Clearances are charted as furnished by the Corps of Engineers and U.S. Coast Guard. Overhead cable clearances [illegible]dge clearances are referred to [illegible]ater (LW).

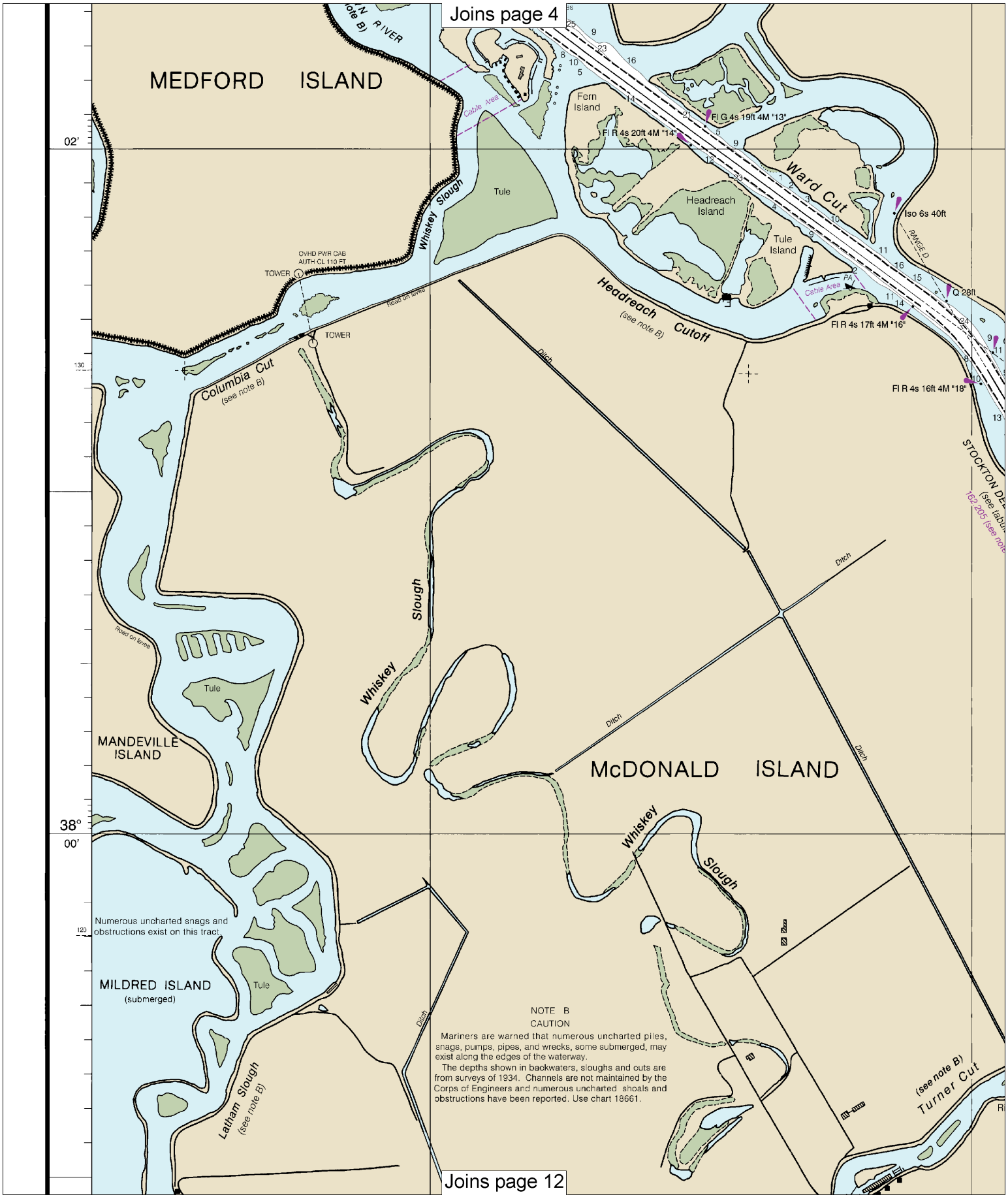
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the skin divers flag, a red square with a diagonal white

Joins page 11

6th Ed., Apr. 2006. Last Correction: 2/3/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

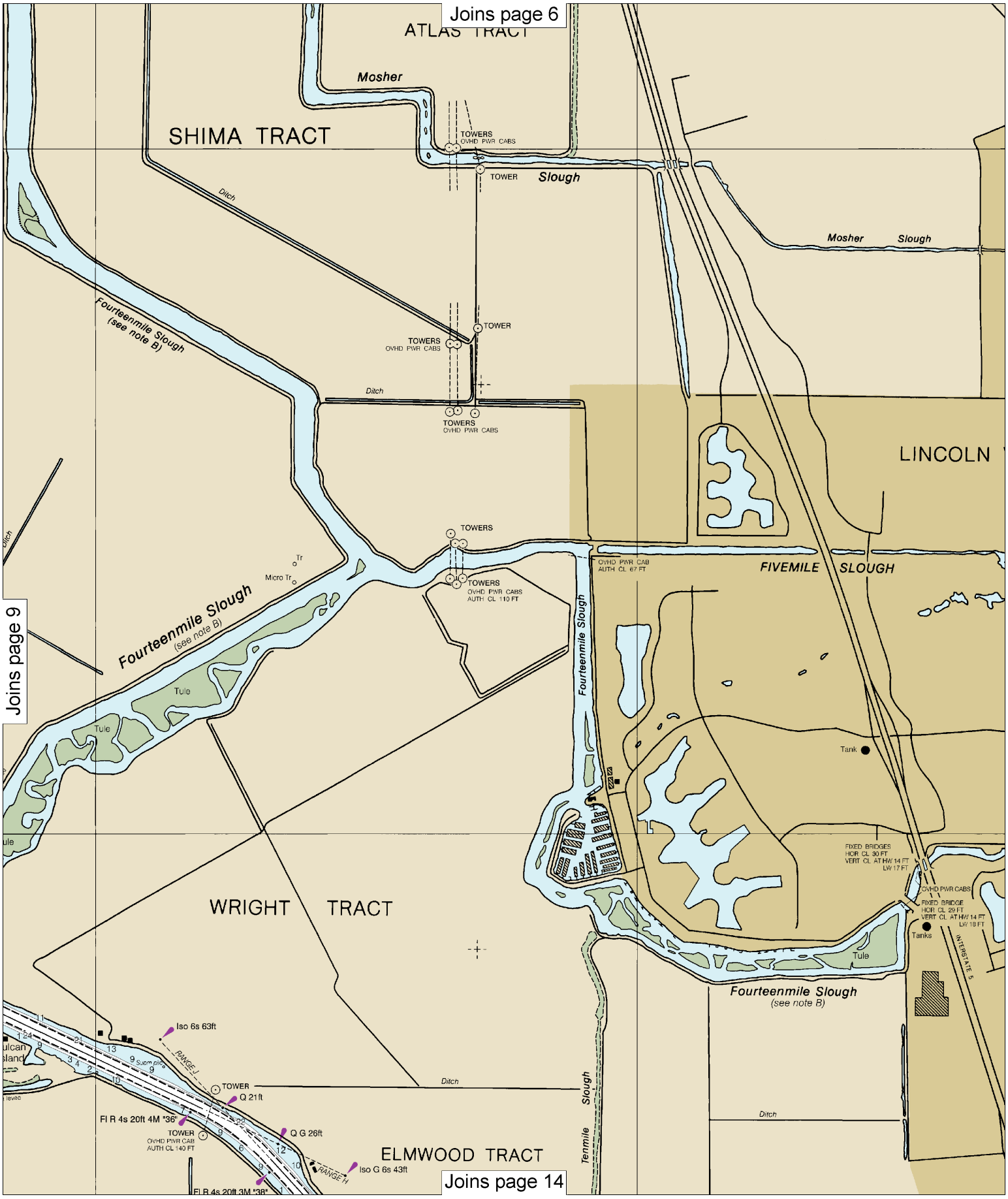
Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

SAN JOAQUIN RIVER-STOCKTON DEEP WATER CHANNEL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
LIGHT 2 (CHART 18661) TO LIGHT 6	32.0	36.0	36.0	5-15	225	1.5	35
THENCE TO LIGHT 16	31.0	33.0	30.0	5-15	225-250	2.8	35
THENCE TO LIGHT 24	31.0	34.0	33.0			2.1	35
THENCE TO LIGHT 34	29.0	34.0	33.0			1.5	35
THENCE TO LIGHT 43	27.0	34.0	27.0			3.4	35



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

Joins page 7

ful Obstn obstruction PD position doubtful Subm submerged
PA position approximate Rep reported
(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

BRIDGE AND OVERHEAD CABLE CLEARANCES

Clearances are charted as furnished by the Corps of Engineers and U.S. Coast Guard. Overhead cable clearances are referred to high water. Bridge clearances are referred to High Water (HW) and Low Water (LW).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the office of the District Engineer, Corps of Engineers in Sacramento, California.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

PLANE COORDINATE GRID

(based on NAD 1927)

The California State Grid is indicated on this chart at 10,000 foot intervals thus: -+-
The last three digits are omitted.

NOAA WEATHER RADIO BROADCASTS

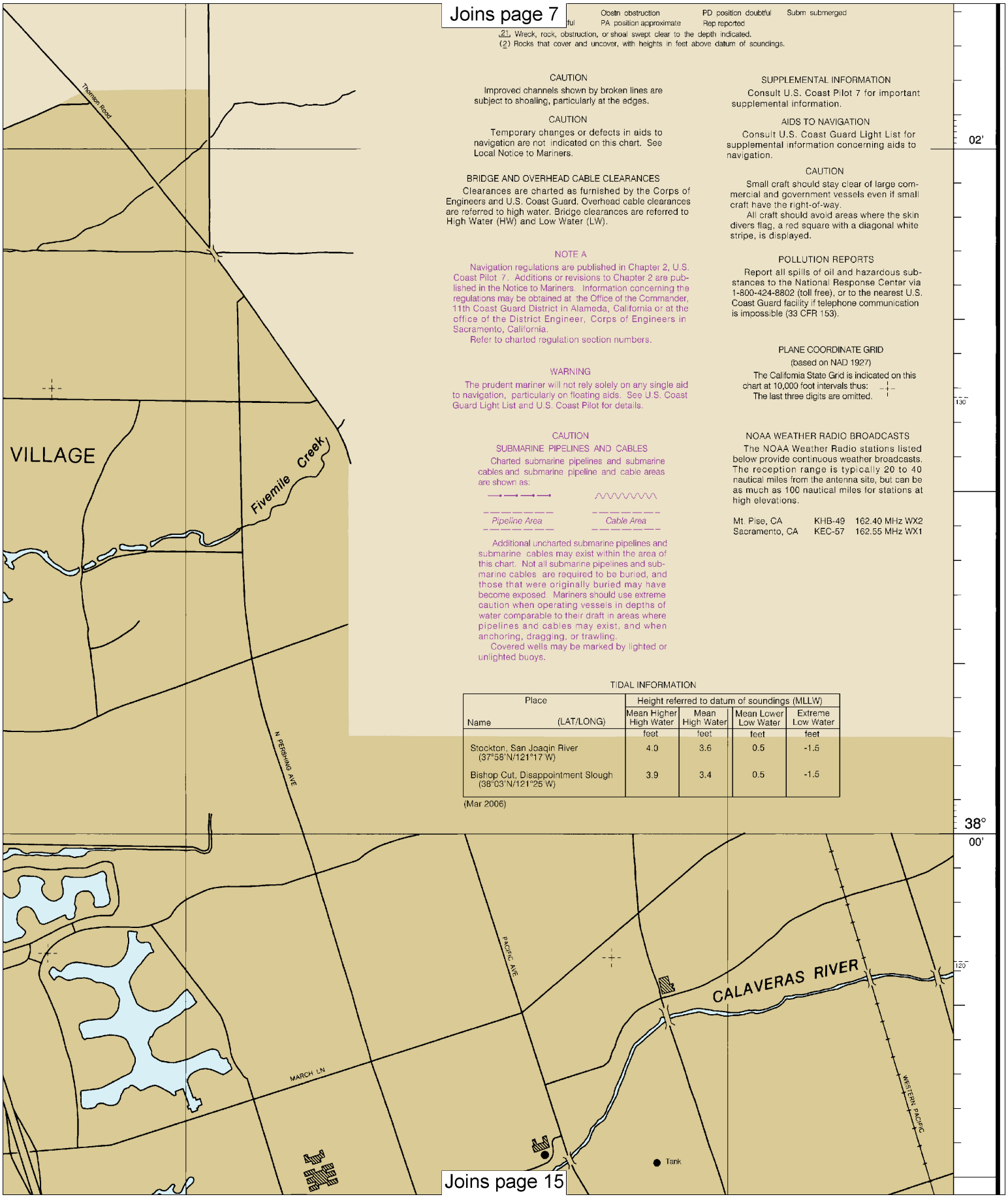
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. Pise, CA	KHB-49	162.40 MHz WX2
Sacramento, CA	KEC-57	162.55 MHz WX1

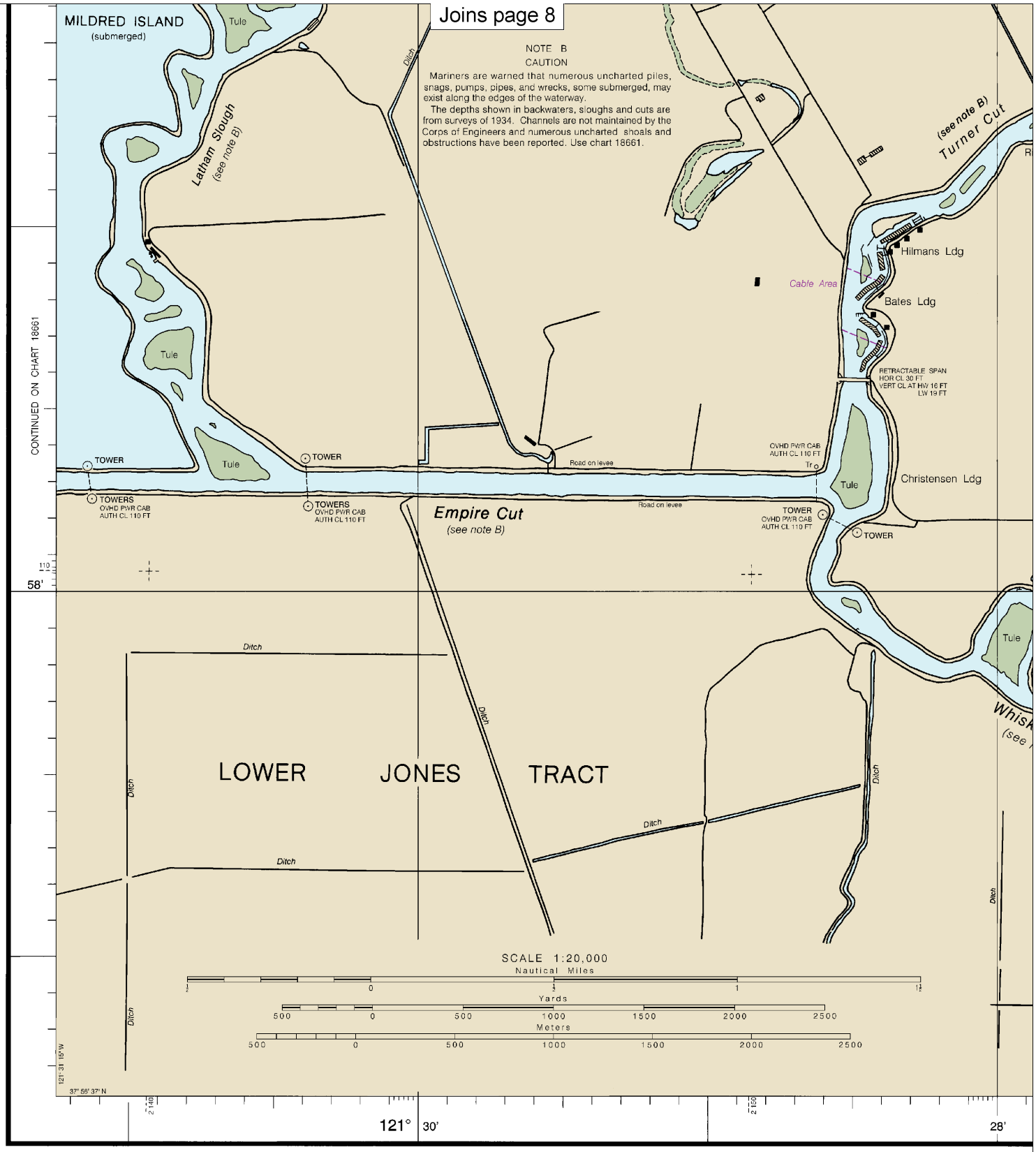
TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Lower Low Water	Extreme Low Water
	feet	feet	feet	feet
Stockton, San Joaqin River (37°58'N/121°17'W)	4.0	3.6	0.5	-1.5
Bishop Cut, Disappointment Slough (38°03'N/121°25'W)	3.9	3.4	0.5	-1.5

(Mar 2006)



Joins page 15



CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

NOAA encourages users to submit inquiries, discrepancies or comm about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm

18663

6th Ed., Apr. 2006. Last Correction: 2/3/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

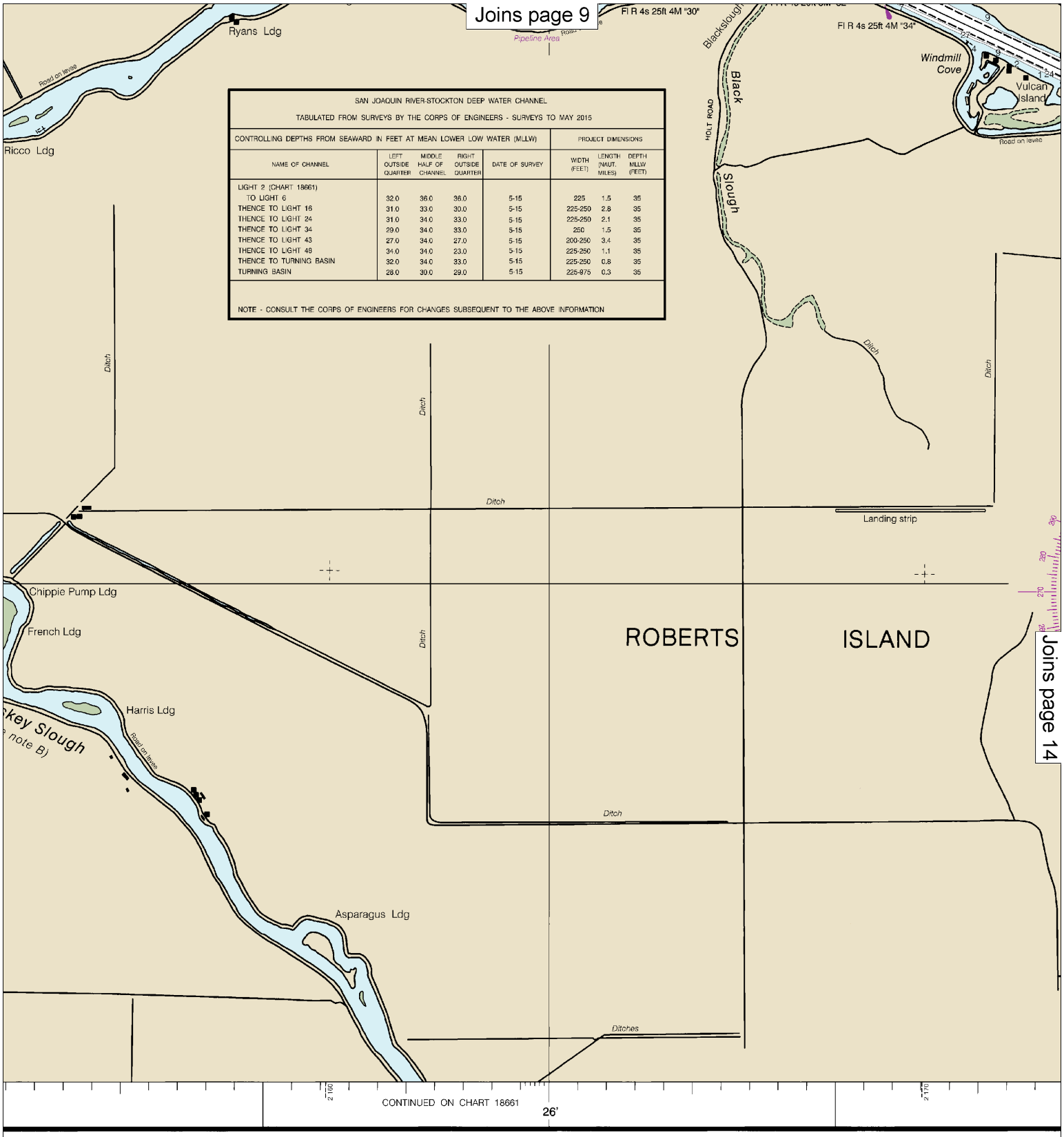
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 9



SAN JOAQUIN RIVER-STOCKTON DEEP WATER CHANNEL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
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THENCE TO LIGHT 24	31.0	34.0	33.0	5-15	225-250	2.1	35
THENCE TO LIGHT 34	29.0	34.0	33.0	5-15	250	1.5	35
THENCE TO LIGHT 43	27.0	34.0	27.0	5-15	200-250	3.4	35
THENCE TO LIGHT 48	34.0	34.0	23.0	5-15	225-250	1.1	35
THENCE TO TURNING BASIN	32.0	34.0	33.0	5-15	225-250	0.8	35
TURNING BASIN	28.0	30.0	29.0	5-15	225-975	0.3	35

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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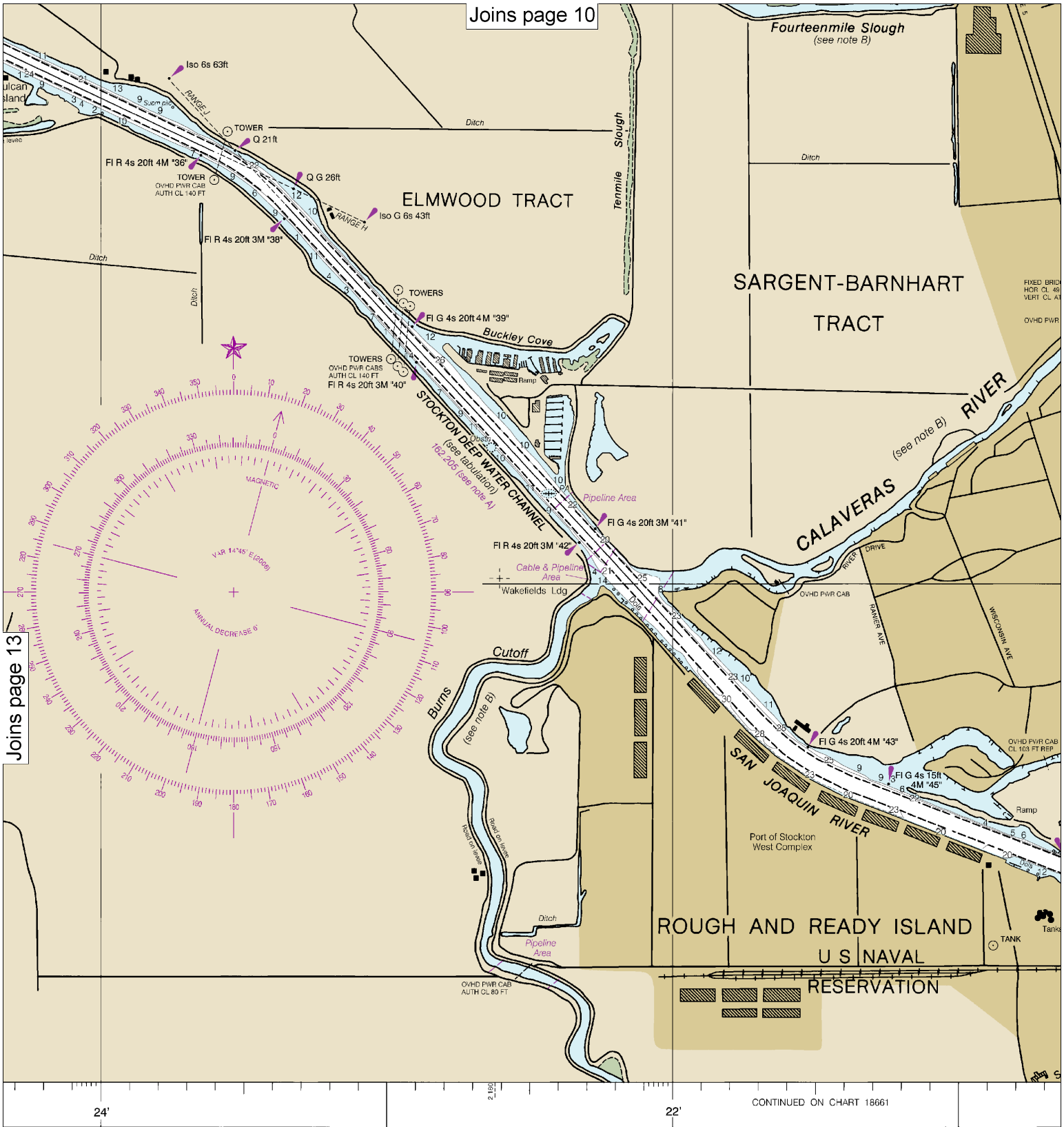

at Washington, D.C.
MENT OF COMMERCE
ATMOSPHERIC ADMINISTRATION
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AST SURVEY

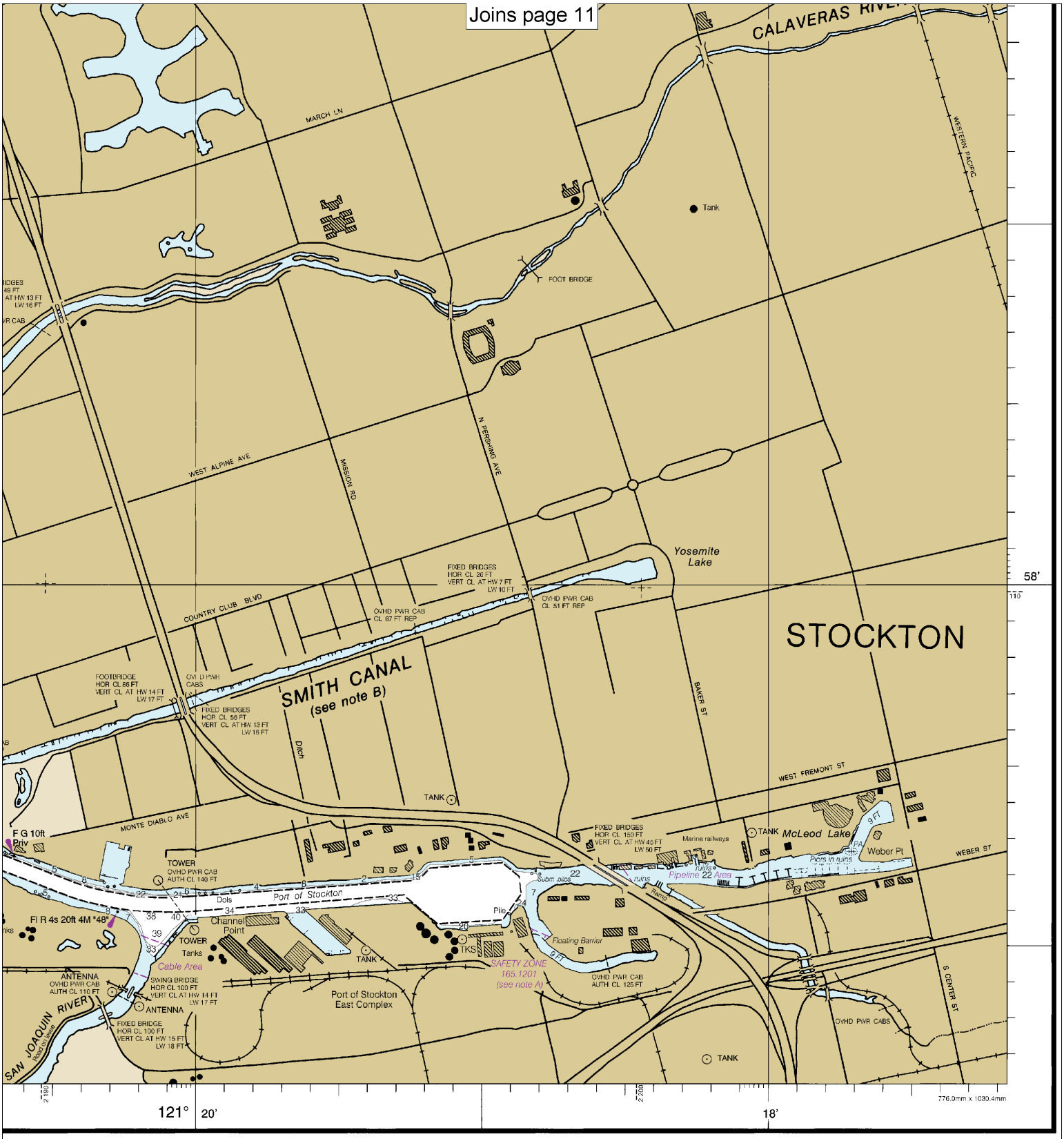
SOUNDINGS IN FEET

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Medford Island to Stockton

SOUNDINGS IN FEET – SCALE 1:20,000

18663

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker